WEST

CARIBBEAN 1
LEGEND

Airports having Control Towers are shown in Blue; all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All fields are listed IFR for additional operational information refer to the Chart User's Guide.

AIRPORTS

- Other than land surface/ unmanned
- Land surface/ manned
- Land surface/ manned, private use
- Land surface/ manned, some/ all runways less than 3000 ft. or some/ all runways not hard surface
- Land surface/ manned, some/ all runways less than 3000 ft. in length, and some/ all runways hard surface
- Seaplane Base
- Heliport
- Gliderport
- Ultralight
- Balloonport
- Military Control Tower
- Rotating beacon not operational

AIRPORT DATA

See individual VFR/IFR Airport Diagram or Terminal Procedures publication for detailed airport data.

Airport of Entry ..... AOE
Customs User Fee Airport ..... CUFA
Landing Rights Airport ..... LRA
Limited Customs Service Airport ..... LCSA
Part-time Customs Airport ..... PTCA
Customs Airport of Entry with Limited Hours ..... CAOE-LH
Customs Airport of Entry with Part-time Hours ..... CAOE-PTH

CTAF ..... 118.3 ⓐ UNI 123.0
UNICOM 122.8
VFR A/G 123.6
Airport of Entry ..... AOE

FSS - Flight Service Station
HIWAS - Hazardous Inflight Weather Advisory Service (Available where no VFR flight is prohibited)
CT - 118.2 - Coastal Transit (CT) - primary frequency
• - Not indicates operation part time. See tower frequencies for specific hours of operation.
ⓐ - Indicates the Common Traffic Advisory Frequency (CTAF)
ATIS 120.8 - Automatic Terminal Information Service
ASOS/AWOS - Automated Surface Observing System/ Automated Weather Observing System - voice frequency and telephone access number (when available) are listed in the A/FD.
UNICOM - Aeronautical advisory station
Ⓡ - Radio Control is required to activate runway lights (pilot controlled and frequency is other than primary CT frequency)
288 - Elevation in feet
Ⓢ - Sunset to Sunrise Burned In Number
L - Lighting limitations exist, refer to Supplement.
75 - Length of longest runway in hundreds of feet.
S - Runway is lighted. No restriction on hours of operation.
H - Runway is lighted. No restriction on hours and has not surpassed the longest runway or full length lighting.

ADDITIONAL AIRPORT INFORMATION

- Private (Pvt) - Not public use having Sectional data
- Military - Other than land surface/ all military aircraft operations (for authorized military aircraft)
- Seasonal
- Closed/Abd
- Operational - public use having Sectional data, open or seasonal

Fuel available (should be used of how nearby ground based navigation and hazard information is given) (see A/FD for specific types available and hours of availability)
- Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport has airspace which obstructs use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class A Airspace
- Class B Airspace within the Mode C Veil (see Mode C Veil)
- Class C Airspace
- Class D Airspace
- Ceiling of Class B Airspace is hundreds of feet in value. Ceiling of Class C Airspace is up to and including that value.
- Class E (sfc) Airspace
- Class E Airspace begins at the surface and usually abuts Class D
- Class E Airspace begins above 700 ft. AGL but less than 1,200 ft. above surface.
- Class E Airspace begins above 1,200 ft. AGL but less than 18,000 ft. above surface.

Class E Airspace less altitude Federal Airways are indicated by yellow tint.

Class E Airspace less altitude Victor Airways are indicated by centerline.

- Prohibited, Restricted, Warning, Alert, Military Operations Area (MOA), National Security Area
- Special Aircraft Traffic Area (SATA) or Special Flight Rules Area (SFRA)
- ADIZ - Air Defense Identification Zone
- MARU 2 (See DoD IFR SUPPLEMENT)

COMMUNICATION BOXES

- Unicom
- Multicom
- Flight Service Station
- Air Traffic Control Tower
- Tower, Ground Control, Clearance Delivery, ATIS, Approach Control, Departure Control
- Combined facility
- Limited Tower
- Limited Ground Control
- Limited Clearance Delivery
- Limited ATIS
- Limited Approach Control
- Limited Departure Control

Many towns have multiple airports. The associated airport is identified in the box.

RADIO AIDS TO NAVIGATION

- VHF Omni-Range (VOR)
- VORTAC
- VOR-DME
- Other facilities, i.e., FSS (Tudor, RCO, etc.)
- NDB
- NDB - DME

OBSTRUCTIONS

Tops of Antennas, Towers, Buildings, Wind Turbine Sites, etc.

1749 — Elevation of the top above mean sea level.
1749 — Obstruction with height above surface. Under construction or reported (not verified) as to position, elevation unverified.
Obstructions with obstruction lights, synchronized flashing obstruction lights.

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Pipeline
- 210 (Elevation Base of Tower)

MISCELLANEOUS

- Supports Line (2000 MSL/AGL)
- Marine Light

CARIBBEAN 1
VFR AERONAUTICAL CHART SCALE 1:1,000,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/pilots/flight_info/aeronav/safety_alerts/

Consult appropriate NOTAMs and Flight Information Publications for supplemental data and current information.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: CAC1

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NGA SER. NO. VFRTACARIB1

29078

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately nine minutes of latitude overlap between the north and south sides of the chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding checkpoints, one pair on each side of the chart. (Figure 1)

STEP 1 - Draw a horizontal line (MATCH LINE) connecting the two checkpoints (POINT A) on the north marks on each side of the chart just to the left or right of the area where the course line will cross. (Figure 2)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. Using the MATCH LINE as a guide, draw a line along the MATCH LINE this paper should be even with the edge of the chart. Mark this point (POINT B).

STEP 3 - Slide the paper sideways left or right so that POINT B is exactly on the edge of the chart. If the course or destination point (POINT B) is there, make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same MATCH LINE, measure the distance (MARK A to A) from the corner of the paper where it meets the MATCH LINE left out to the edge of the chart. Make that LINE A.

STEP 5 - Turn the chart over and transfer the end of LINE A (MARK A) to the other side of the chart on the MATCH LINE. (Figure 3)

STEP 6 - Place the edge of the paper with MARK A on it and align the top or bottom edge of the paper with the MATCH LINE. Transfer MARK A to the MATCH LINE that falls on the area where/edge off of the chart. Mark this point (POINT C).

STEP 7 - Draw a line from the departure or destination point (POINT B) to POINT C. Extend a line straight from POINT C across the edge of the chart. Label it MARK C.

STEP 8 - Measure the distance and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1

Figure 2

Figure 3

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The MEF is the highest feature including terrain and obstacles elevation data contained within each quadrangle formed by lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available at time of publication. Within each of these quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet **125**

REPORTING CHART ERRORS

You are requested to notify the Federal Aviation Administration of any error that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at https://faa.gov/go/ipac/ prior to contacting us via toll free number or e-mail. Report errors or comments concerning this chart to the following address or e-mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4600, Silver Spring, MD 20910-3281.

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

Limited Conformal Conic Projection Standard Parallels 17°20' and 23° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984).

CONTROL TOWER FREQUENCIES ON CARIBBEAN 1 CHART

Airports with control towers are listed alphabetically by associated city name. VHF tower frequency(ies) information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are sorted VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar instrument Approach available.

H24 - Operational 24 hours, Monday through Friday.

H-Y indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ANDROS TOWN	COMMON/D	118.3	121.9	123.65	
FORT LAUDERDALE EXEC	COMMON/D	118.3	121.9	123.65	
FORT LAUDERDALE/HOLLYWOOD INTL	COMMON/D	119.1 257.8	121.4	133.5	
FREEPORT INTL	0600-2200	118.3	121.9	123.65	
GEORGE TOWN	COMMON/D	118.3 257.8	121.9	123.65	
GUANTANAMO BAY	COMMON/D	126.45 257.8	124.15 255.8	132.375	ASR/PAR
HOLLYWOOD INTL	COMMON/D	118.3 257.8	121.9	123.65	
KEY WEST INTL	0700-2100	118.3 257.8	121.9	123.65	ASR/PAR
LEEWARD POINT FLD	COMMON/D	118.3	121.9	123.65	
MARATHON	0700-2100	119.4	121.9	123.65	
MIAMI INTL	COMMON/D	118.3 (0700-0400) 124.4 (0400-0700)	121.9 (0700-0400) 121.65 (0400-0700)	119.12 (ARR) 133.65 (DEP)	
MIAMI/OPA LOCKA EXEC	0700-2200	124.075	121.65	133.7	
MIAMI-KENDALL-TAMIAMI EXEC	0600-2200	118.3	121.9	123.65	
NEWBY-MCKAY	0700-2100	123.1 254.3	121.9 257.8	135.425	
NORTH PERRY	0700-2100	118.3 257.8	121.9 257.8	123.65	
OPA-LOCKA (OLS)	COMMON/D	119.3 257.8	121.9 257.8	123.65	
PUMPKIN BUCH-HOLZ	0700-2100	119.4	121.9	135.65	
SARASOTA/BRADENTON INTL	0600-2200 (LT) 1400-0600 (ET)	118.3	121.9	132.65	
TAMPA EXECUTIVE	0600-2100	123.3	121.9	135.975	
TAMPA INTL	0600-2200 (ET) 0700-2300 (LT)	120.4 254.9	121.9 257.8	124.25	
TAMPA/ST PETE INTL (ALBERT WHITTED)	0600-2200	126.75 257.8	121.9 257.8	118.67	
TREASURE CAY/NAS	0900-2100	118.3 270.25	121.9 257.8	124.825	
VERO BEACH	0700-2200	118.3	121.9	135.425	

SPECIAL USE AIRSPACE ON CARIBBEAN 1 CHART

Military effective and controlled airspace are shown in Blue. Refer to the Chart User's Guide "MOA" and Military Training Routes" for a full explanation.

Civilian Flight Service Stations do not provide ground communications.

A Other times by NOTAM.
B Effective dates and times will be published in a Notice to Airmen (NOTAM) when not specified.
C Other times by NOTAM.
D Effective dates and times will be published in a Notice to Airmen (NOTAM) when not specified. Use of this area is subject to transient military activity.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2501 A	7(1 SLT NOT REC 14,000	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2501 B	14,000 TO SLT NOT REC FKL S 180	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2501 F	4000 TO SLT NOT REC 9000	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2501 G	TO SLT NOT REC 9000	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2501 H	1000 TO SLT NOT REC 4000	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2501 I	1000 TO SLT NOT REC 4000	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2501 K	5000 TO SLT NOT REC FKL 14,000 BLW 20R, 21TO 24R, 25TO 28R, 29TO 32R, 33 TO SLT NOT REC 14,000	INTERMITTENT BY NOTAM (0900-1800 SAT-SUN AND HOL EFFECTIVE DATES ONLY)	miami CENTER	
R-2512	SLT 14,000	CONTINUOUS	miami CENTER	
W-148	UNLIMITED	INTERMITTENT BY NOTAM	miami CENTER	
W-174 A, C, D,	SLT TO 7000	INTERMITTENT BY NOTAM	miami CENTER	
W-174 B, C, D,	SLT TO 7000	INTERMITTENT BY NOTAM	miami CENTER	
W-174 E	SLT 10,000	INTERMITTENT BY NOTAM	miami CENTER	
W-465 A, C, D	SLT TO 7000	INTERMITTENT BY NOTAM	miami CENTER	
W-497 A	UNLIMITED	CONTINUOUS	miami CENTER	
A-291 A	SLT 5000	0900-1800	HOLA/CU	
A-291 B, D	SLT 5000	0900-1800	HOLA/CU	
A-291 C	SLT 4000	0900-1800	HOLA/CU	

After these, do not search into Class A, B, C and D airspace, or Class E airport surface areas.

NON-U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, D-DANGER, A-ALERT

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
BAHAMA ISLANDS				
MOA 3003	ABRIDE RANGE	SLT 3000	BY NOTAM	NASSAU ACC
MOA 3004	GREAT EXUMA BIGHT	SLT 3000	BY NOTAM	NASSAU ACC
MOA 3005	ARTIMS RANGE	SLT 3000	BY NOTAM	NASSAU ACC
MOA 3006 A, B, C	ARTIMS RANGE	SLT 3000	BY NOTAM	NASSAU ACC
MOA 3006	ARTIMS RANGE	SLT 3000	BY NOTAM	NASSAU ACC
CUBA				
PROP 1002	GUANTANAMO BAY NAVAL RESERVATION	UNLIMITED	COMMANDS AT ANY TIME SHALL NOT BE CONSTRUED AS ACFT CAP PRE SLT OR AS AUTHORIZATION FOR UNDES AUTHORIZED ACTIVITIES	CHARL GUANTANAMO BAY NS
PROH 1001	CUBA-WIDE (HAVANA	SLT 45,000	BY NOTAM	CHARL GUANTANAMO BAY NS
TURKS AND CAICOS ISLANDS				
AMB01	MIDANDS/NORTH CAICOS	TO 18K	CONTINUOUS	
AMB02	GRACE BAY, PROVIDENCIALES	TO 10,000	CONTINUOUS	

WSA NAME	ALTITUDE*	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
WARNER	SFC AGL TO 3000	INTERMITTENT, NORMALLY DAYLIGHT HOURS, MON-SAT	miami CENTER	
LAKE PLACID BASE, 7000	7000	INTERMITTENT, NORMALLY DAYLIGHT HOURS, MON-FRI	miami CENTER	
HARRIS	SFC AGL TO 3000	INTERMITTENT, NORMALLY DAYLIGHT HOURS, MON-FRI	miami CENTER	
TORTUGAS	4000	INTERMITTENT, 0700-2300	miami CENTER	

*Altitude indicates floor of MOA. All MOAs extend to but not include FL 180 unless otherwise indicated in remarks or on chart. Refer lines to chart NOTAM.

CAUTION: Severe turbulence may occur over rugged terrain. See chart.

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9											

GROUND ELEVATION (MSL) — Sea Level — CENTER OF NATIONAL GRID

CONTOUR INTERVAL 1000 feet

HIGHEST TERRAIN elevation is 7700 feet located at 18° 22'N - 74° 32'W

Spot elevation 4254
Approximate elevation ..... (5000)

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies 121.5 or 243 MHz. It is incumbent upon all pilots to be familiar with and adhere to the procedures set forth in FAR Part 99, section 3.6.13 for intercept procedures. Additionally, if U.S. military fighter jets are used in an aircraft identification and flyover in the area of the aircraft, visibility will be limited and the aircraft will be equipped with lights. Aircraft that do not respond on VHF guard 121.5 or UHF 243.0 and follow the intercepter visual ICAO signals, will be viewed that non-cooperative may result in the use of force.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Class E Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines ——— and railroads ———. Check NOTAMs and see AIM for details.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

NOTE: Airports outside the U.S. Flight Information Region (FIR) are shown with the standard ○ symbol. Only the airport names and ICAO identifiers are shown.

NOTE: Limited chart information provided outside of U.S. airspace. Refer to DoD (NGA) or foreign charts and flight information publications outside U.S. airspace.

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CARIBBEAN 1